

The daily traffic count falls off sharply on the other streets, US 321 being the only "major" highway through town. West Main Street carried 959 vehicles per day in 1967, for example, at a point near the western town limits. The count on Main Avenue near the southern town limits was 900 vehicles per day. These lesser streets had little change in daily average volume from the 1966 county. (See Map 5 for 1967 average daily traffic counts for roads on the State Highway System within the Maiden planning area.)

Except for US 321 there is no "major" traffic artery coming into Maiden, although it does have an arterial system of sorts via the minor paved county roads. US 321 is also the biggest "problem" at this point as well, since it must be limited to parallel parking in town due to its narrowness and the traffic volume. This puts parking space at a premium in the central business district area because of limited off-street parking, in addition to the hazards of the heavy traffic as it cuts through the heart of town. A thoroughfare plan will be an important part of the Land Development Plan. Other improvements needed will also be covered, such as needed traffic signs, paving, etc., for minor streets as well as the major thoroughfares.

FUTURE LAND USE PROJECTIONS

Heretofore this land use study has been concerned with an enumeration and analysis primarily of the present developed land. At this point it would be well to think not only of the present land that is being used for development, but to tie it, the projected future population from the Population and Economic